

FAQ: WIA 10% Allocation for Aerospace

7/18/11

Quick facts

- Washington has the most aerospace workers of any state in the country with about 84,000 directly employed in the industry. (About 1,100 in E. Wash. and the rest in W. Wash.)
- There are more than 600 aerospace-related companies in Washington.
- Average annual earnings in aerospace industry: >\$90,000 in W. WA; around \$60,000 in E. WA.

Q1: How will the funding be used?

A: There are essentially five (5) pots of funding available for specific uses. The funding will be used for:

Tuition and fees for students to attend aerospace training programs in community and technical colleges throughout the state.

1. \$700,000 for tuition/fees for students to attend aerospace training programs at the Washington Aerospace Training & Research (WATR) Center operated by Edmonds Community College and the Inland Northwest Aerospace Technology Center (INATC) operated by Spokane Community College;
2. \$900,000 for tuition/fees for students to attend specific aerospace training programs (composites, precision machining, general aerospace manufacturing, airframe/powerplant mechanics, and electronics) offered throughout the state.

The development of new courses and to purchase equipment needed for class subjects, such as machine maintenance, precision machining, quality assurance/inspection, and fiber optics/electronics.

3. \$300,000 to purchase equipment for Renton Technical College and Spokane Community College to support their aerospace training programs;
4. \$1 million to competitively procure new training programs in the following industry identified areas: machine maintenance, precision machining, quality assurance/inspection, and fiber optics/electronics.

Encouragement of high school students to pursue careers in the aerospace industry.

5. \$100,000 to the Washington Aerospace Scholars program.

Q2: Are we the only state making this kind of investment in aerospace training?

A: Several states, such as Ohio, Florida, and California, have invested millions of dollars to create aerospace research and training facilities through public/private partnerships. States recognize the growth potential for this industry and this investment is important in order to maintain our leadership position in aerospace.

Q3: With the state facing a budget deficit, have you considered other uses of these funds?

A: These particular federal funds must be spent on employment and training activities – nothing else. Aerospace is an important industry in our state with family-wage job openings that need to be filled, and we have many people looking for work. The Governor supports this match.

Q4: Will Boeing or any of the other aerospace firms be supplying additional money for this kind of training?

A: Aerospace firms are active in the training programs by providing equipment, supplies, curricula, subject-matter expertise, etc. In addition to this in-kind support, Microsoft and Boeing have

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pledged a total of \$50 million toward the Opportunity Scholarship Program. This program is designed to help both low-and middle-income students who are going into high-demand fields, such as health care, engineering, and science. It establishes two accounts. One will be used to provide scholarship money beginning in December and another account will form an endowment to provide a funding source for future scholarships.

Q5: How does this project fit with the legislation to create an aerospace loan program?

A: The two work together. These are one-time funds that will help colleges to develop training and purchase equipment while also paying for students to be trained. The aerospace loan program is a revolving fund that provides loans to help students pay tuition. Both programs working together create new capacity to train aerospace workers while also making dollars available for more students to attend training.

Q6: What programs of study (and jobs) are included under this initiative?

A: Funding will be used to increase training in existing programs at the WATR Center at Paine Field in Renton and in Spokane. Funds will also be used to increase industry-specified training in the following:

- Composites and Materials Science Manufacturing at Clover Park Technical College
- General Aerospace Manufacturing Certificate
- Precision Machine Technician
- Airframe and Power Plant Mechanics License
- Electronics and Electrical Technician

The money designated for development of new training and capacity will be used to purchase equipment for the Renton WATR Center and Spokane to build new training in the following:

- Machine Maintenance
- Precision Machining
- Quality Assurance and Inspection
- Fiber Optics

Q7: How will the funding be distributed?

A: For the \$900,000 allocation to provide tuition support for specific aerospace training programs throughout the state (see Q1, #2), the initial contract amounts will be \$50,000 per WDC. The remaining \$300,000 pool of funds will be awarded on a first come, first served basis after WDCs expend their initial \$50,000 allocation.

For the \$700,000 allocation to provide tuition support for students attending the WATR Center operated by Edmonds Community College and the Inland Northwest Aerospace Technology Center (see Q1, #1), the initial contract amounts will be \$500,000 to the Snohomish County WDC and \$200,000 to the Spokane WDC.

Q8: What is the timeline for this project?

A: Tuition support fund contracts will be issued to the WDCs as soon as the July formula packets are out. We hope to have the formula packets out the week of June 5, 2011. Initial aerospace

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contracts will run through 6/30/2012 with the option to extend beyond that date if funds remain and areas meet their performance targets.

Q9: When will the contracts be issued to the WDCs?

A: Please see Question 8.

Q10: How soon will the money be available for training?

A: Funds should be available to students beginning July 1, 2011.

Q11: What is the expected duration of the training program?

A: The funds will expire June 30, 2013.

Q12: What are the allowable uses of tuition support funds?

A: The breakdown of allowable uses per student is: Tuition - \$4,800; Fees - \$169; and Pre-screening/Job Placement - \$200 per student. The \$200 for pre-screening/job placement should be used to ensure that training funds are invested in only those participants who are most likely to be hired upon completion of training.

With the tuition support funds allocated to support students at Aerospace Training Centers (see Q1, #1), expenditures to upgrade incumbent aerospace workers' skills are allowable. The Inland Northwest Aerospace Technology Center's operational plans are designed to support skill development for incumbent workers as well as individuals new to the industry.

Transportation assistance and other supportive services are not allowed through these funds, but can be picked up through WIA co-enrollment if the participant is co-enrolled.

Please also see Questions 52 and 60.

Q13: Will 10% administrative costs be allowable?

A: No, as with previous WIA 10% contracts, there are no allowable administration costs. The Governor wants to spend as much of this money as possible on participants.

Q14: Which community colleges will get the money?

A: For the tuition assistance portion of this project (see Q1, #1), any community college that offers the specified programs can participate, provided there are students interested in that course of study. Courses must cover topics such as composites, general manufacturing, precision machining, airframe, and power plant mechanics.

Existing programs like composites, currently offered by Clover Park Technical College, will be included. According to the Governor's directive, the only college to use ITAs for composite training is Clover Park.

For the new training program portion of the project (see Q1, #4), SBCTC will be running a competitive Request for Proposal (RFP) process for community and technical colleges to compete for the \$1 million allocated for development of specific aerospace training programs.

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Q15: Who can be trained with these funds?

A: The priority will be on training for unemployed, low-income, veterans, and other Washington job seekers. Anyone interested in a job in the aerospace industry should contact their local WorkSource office for additional information.

Q16: What changes will be made to policy?

A: WIA Policy 3640 has been revised to allow expanded eligibility for WIA Statewide (10%) Discretionary Grant/Contract funded projects. The Governor has established the following priorities for 10% funded projects:

- Unemployed workers
- Low-income individuals
- Other Washington job seekers

Recipients of discretionary grants/contracts will continue to provide priority selection of veterans for Intensive and Training Services as required under Public Law 107-288, Jobs for Veterans Act.

Q17: Does the Jobs for Veterans law and regulation apply to funds for the aerospace initiative?

A: Recipients of Discretionary grants/contracts will continue to provide priority selection to veterans for Intensive and Training Services as required under Public Law 107-288, Jobs for Veterans Act. The Governor's priorities include veterans. Other veterans or spouses, who qualify based upon meeting other WIA requirements, would also be given priority. Eligibility decisions for veterans are made on a case-by-case basis.

Q18: The last sentence in the current and revised policy has a requirement for a modification to be submitted if the local policy is revised. Do local areas that utilize the 10% aerospace funds need to modify their Eligibility & Priority of Service policy or their local plans?

A: No. The state, through this policy, is providing a statement on the use of funds that clarifies that the local priority of service provision does not apply. Given this statement, the local priority of service policy does not need to be modified.

Q19: Where will this training be offered?

A: Training will be offered through the Washington Aerospace Training and Research (WATR) Center at Paine Field, the Inland Northwest Aerospace Technology (INATC) Center at Spokane Community College, and other community & technical colleges throughout the state.

Q20: What are the aerospace training centers and who runs them?

A: There are two aerospace training centers currently in operation – the Washington Aerospace Training & Research (WATR) Center at Paine Field operated by Edmonds Community College and the Inland Northwest Aerospace Technology Center (INATC) operated by Spokane Community College. Edmonds Community College has developed a contractual agreement with Renton Technical College to offer the hands-on lab component of the WATR Center program at Renton. Students attending lab courses at Renton will be enrolled and transcribed through Edmonds Community College and the WATR Center. Students attending the INATC will be enrolled and transcribed through Spokane Community College.

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Q21: How many people will be trained with these funds?

A: Approximately 500 people will be trained during the life of the project. We anticipate approximately 300 people will be trained in the first year.

Q22: That seems like a small number. Is it enough?

A: This is not the only source of financial aid available to students to pursue training. These funds will help expand opportunity at a time when higher education funds are severely strained.

Q23: How will you know if people get good jobs as a result of the training?

A: Participants will be pre-screened to make sure that they can successfully complete training and go to work once that is finished. Additionally, WSID plans to track employment targets over the life of this effort.

Q24: Tell me more about the Washington Aerospace Scholars Program.

A: Washington Aerospace Scholars is an educational program for high school juniors from across our state. The program emphasizes science, technology, engineering and math, and it encourages students to consider careers in these fields.

Q25: How are students selected for this program?

A: High school juniors, from across the state are eligible to apply to become a Washington Aerospace Scholar. Each fall, interested students submit application materials to the program for consideration/selection. Participants must meet the following criteria:

- 1.) US citizen;
- 2.) Washington state resident;
- 3.) Junior in high school with a minimum cumulative GPA of 3.0 (students with a GPA below 3.0 can apply for conditional acceptance and will receive full acceptance upon demonstrating adequate academic progress);
- 4.) Able to access the Internet (from home, school, or public library);
- 5.) Commitment to completing online lessons to qualify for a six-day residential summer experience;
- 6.) Interest in science, technology, engineering and/or math.

The program, including the summer residency, is offered free of charge to the students. More information about the program can be obtained at:

<http://www.museumofflight.org/washingtonaerospacescholars>.

Q26: Who is the contact for the Washington Aerospace Scholars?

A: Melissa Edwards serves as the Director of the Washington Aerospace Scholars. She can be reached at 206-764-5866.

Q27: How do you feel about labor's concern with the Washington Aerospace Training and Research (WATR) Center?

A: We all share an interest in growing jobs. We have confidence that an investment in training will encourage aerospace employers to grow and workers to find good jobs. The programs at the

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aerospace training centers in our state have demonstrated their value and the Governor is pleased to invest in them again.

Q28: How will candidates be pre-screened?

A: Local areas are encouraged to work closely with industry representatives to identify hiring requirements. These hiring requirements should be used as a basis for screening participants for training services. The goal is to target training funds to those individuals most likely to be hired by industry upon completion of training. Some local areas already have pre-screening services in place and may be able to provide detail-level implementation assistance to areas with specific questions.

Q29: What does the Boeing application process entail?

A: The Boeing application process involves the submission of a formal application and/or resume to Boeing through its automated recruitment system. Successful application to the company requires students to ensure key words and phrases are utilized in their application materials lest their materials be overlooked by the automated system. Some local areas have created specific training programs to assist students with the application process. Snohomish County's "Passport to Boeing" program is an example of one such program.

Q30: What changes will be made to SKIES?

A: No changes will be made in SKIES - other than the initial creation of the Aerospace program for the correct affiliation for Adult, Dislocated Worker, or Youth participants.

Q31: Will WIA 10% Aerospace program participants be included in WIA Common Measure performance calculations?

A: Aerospace program participants will be included in WIA Common Measures if the individuals are also co-enrolled in a WIA formula-funded program (i.e. WIA Adult, WIA Dislocated Worker, WIA Older Youth, WIA Rapid Response Additional Assistance, etc.).

Q32: Is co-enrollment of Aerospace participants in WIA formula-funded programs recommended?

A: Yes, co-enrollment in a WIA formula-funded program is recommended. WIA 10% Aerospace Program funds only the pre-screening of training candidates and cost of training, called Occupational Skills Training. All other services, such as support services, job search assistance and placement activities, follow-up services, etc. must be provided through a WIA formula-funded program. Note: Co-enrollment does make individuals subject to inclusion in Common Measures performance outcomes.

Q33: Will Aerospace program participants receive a certificate at the end of their training?

A: Upon completion of the 11-week training programs offered through the Washington Aerospace Training & Research (WATR) Center, participants will receive either one or both of two certificates issued by Edmonds Community College. These certificates are called the Aerospace Manufacturing Core Certificate and the Aerospace Assembly Mechanic Certificate. Because Boeing is a major part of the aerospace industry, these certificates are acknowledged as industry-recognized credentials for federal and state reporting purposes.

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Upon completion of other training programs funded by the project, participants will receive college credits, certificates, and degrees, as normally granted following successful program completion. The credits, certificates and/or degrees will be granted by the institution in which the student was enrolled.

Q34: What date should I use to close the Aerospace program in SKIES?

A: Since the only Aerospace-funded activity is Occupational Skills Training, the program should be considered “completed” on the date that the training ends. However since employment in the aerospace industry is the desired outcome, it is recommended that you allow up to 90 days from the end of training to reflect entry into unsubsidized employment. If entry into employment occurs within the ninety (90) days, use the employment start date as the program completion date. If no employment is obtained within the ninety (90) day period, use the training end date as the program completion date.

Q35: How are jobs to be identified as aerospace industry-related employment? *(Response updated 7/18/11)*

A: When a job is recorded in SKIES, the “Training Related box” should only be checked if the placement is with a job that utilizes the aerospace training. The expectation is that these occupations are primarily with Boeing or one of its suppliers. Obviously, Boeing and its suppliers hire employees who do not necessarily work directly with aerospace manufacturing. Simply being hired by one of these employers does not justify marking the Training Related box. If the occupation is training related and the employer is not Boeing or a supplier, the justification that the placement is indeed training related must be made in a case note. Otherwise, the “Training Related” box should be left unchecked.

Q36: Do tier 2 or 3 companies in the aerospace industry count? *(Response updated 7/18/11)*

A: Yes, tier 2 and tier 3 supplier companies count as valid employers. For example, a tier 2 company may manufacture bolts that are installed in airplanes. There may be supplier companies that are not readily identifiable as aerospace supplier companies due to their predominate line of business. In this situation, employment with these companies should be recorded as “training related” and a case note should be used to document the rationale.

Example: Company A manufactures lawn mower engines as its primary line of business. As a new venture, Company A is hiring workers to staff its new product, engines for ultralight aircraft. Trainees who go to work for Company A have obtained training related employment even though the NAICs code associated with Company A is not aerospace-specific.

Q37: Who can I call if I have questions?

A: Nancy Paré (npare@esd.wa.gov; 360-725-9516), Amy Lagerquist (alagerquist@esd.wa.gov; 360-726-9519), and Heather Bandeen (hbandeen@esd.wa.gov; 360-725-9515) currently serve as the Technical Assistance Contacts within the WorkSource Standards & Integration Division (WSID) at Employment Security. They are available to broker questions and follow-up, as needed.

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Q38: What type of technical assistance will be available?

A: An array of technical assistance will be available through on-site visits, phone consultations, and email correspondence. As questions arise, we will provide ongoing documentation through a published FAQ that will be shared periodically and linked to our website homepage: <http://www.wa.gov/esd/1stop>. Other resources are posted there as well.

Q39: Who is the contact for SBCTC?

A: Dixie Simmons, the Director of Workforce Education, will serve as SBCTC's contact as she has programmatic oversight. Her email address is: dsimmons@sbctc.edu and phone number is: 360-704-4333.

Q40: Who is the contact for the Department of Commerce?

A: The contact for Commerce will be either your regional business development manager or Mary Trimarco, the Managing Director of Business Development. Please see below.

Contact	Title	Phone Number
Mary Trimarco	Managing Director	206-256-6146
Terry Lawhead	Eastern Regional Manager	509-777-1500
Sally Harris	Northwest Regional Manager	206-276-0059
Lynn Longan	Olympic Regional Manager	360-481-3106

Additions, as of June 24, 2011

Q41: How have local areas been involved in the development of this project, e.g., is it known that all 12 areas have community college training programs with capacity and short-term offerings, or were all the directors involved and indicated that their area had interest in the project?

A: All WDC Directors were invited to an aerospace conference call held on March 24, 2011. The purpose of this call was to gather information from each of the areas to help inform recommendations to the Governor on how best to support the aerospace industry. In addition, individual outreach calls were made to local areas throughout the recommendation development process. The State Board for Community & Technical Colleges represented the community college training programs and participated in the recommendation development process.

Q42: The FAQs say that WDCs will receive the money on a first come, first served basis, but also says that each WDC will receive \$50,000. Are we guaranteed that \$50,000, or if another area requests \$400,000 next week, would our available award decrease? What is meant by first come, first served?

A: The initial round of funds for each WDC will be \$50,000. These funds must be obligated no later than 12/31/11. Once the funds are 100% obligated, a WDC may request funds to enroll additional participants. These additional funds will be awarded on a first come, first served basis until all of the funds have been distributed.

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Q43: Can the \$50,000 be used for tuition as well as course development? I thought I heard on the webinar that it was for ITAs only, but the FAQ indicates it can also be used for course development and equipment.

A: Please refer to the spending plan spreadsheet provided in the webinar materials. There are essentially five (5) funding pots that can be used for specific purposes.

The \$900,000 for ITAs (see Q1, #2) in specified training programs (of which each area will receive an initial \$50,000 allocation) cannot be used for equipment and course development. It may only be used for ITAs.

Q44: Can we purchase a cohort class, or is the money only to be used for individual ITAs?

A: Funding can be used to purchase a cohort class; however, the Governor was very clear that ITAs should be prioritized first before the purchase of cohorts. In our discussions with the Governor, she reiterated that her intent is to get as many people as possible through aerospace training programs with these dollars. ITAs are significantly less expensive per student than cohort training classes because an ITA covers tuition only.

Cohort training classes are more expensive because you must pay for tuition plus the state subsidized portion of the cost of instruction. Generally in Washington, the full cost of instruction for a single student is approximately \$6,700 while the average ITA is \$1,700. The more ITAs we use, the more students we can train with available funds. Local areas should carefully consider this before opting to purchase cohort training classes. Please note that the Governor has capped the maximum expenditure per student at \$5,160. Therefore if a local area opts to purchase a cohort training class, it must negotiate a contract with the training provider that does not exceed a cost of \$5,160 per student.

Q45: Does the training have to be completed by 12/31/11? What if the person begins training during that timeframe but will complete the following quarter?

A: The training need not be completed by 12/31/11.

Q46: Does the \$50,000 have to be spent or obligated by 12/31/11? It is likely that the college will not invoice us by that date; thus the funds will be obligated but not paid.

A: Please see Question 42.

Q47: What is the timeline for this project? The answer in the FAQ is incorrect (June 5, 2001) and a bit confusing.

A: This is a typo in the FAQ document. It should read June 5, 2011 rather than 2001. Please refer to the timeline document provided in the webinar materials for the detailed project timeline.

Q48: I thought I heard on the webinar that the \$50,000 had to be used by 12/31/11, but the FAQ says that project runs through 6/30/12. Can you please clarify?

A: Please see Questions 45, 46 and 47.

Q49: The webinar said that the \$300,000 would be awarded after January 1, 2012, but I do not see that date on the FAQ. Can you please clarify?

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A: Of the \$900,000 allocated to provide tuition support for specified training programs throughout the state (see Q1, #2), Employment Security will maintain a reserve of \$300,000 at the state level. Each local area will receive an initial allocation of \$50,000. In December 2011, ESD will evaluate the spending by each local area and make decisions about the allocation of the \$300,000 reserve. The \$300,000 in reserve funds shall be distributed in January. It is important to remember, however, that the funds are to be used on a first come, first served basis. Therefore if a local area expends its \$50,000 initial allocation quickly, it may then request additional funds out of the reserve pool thus reducing the reserve amount to be allocated in January.

Q50: How will the \$300,000 be awarded, RFP, first come, first served, etc.?

A: Please see Question 49.

Q51: Is there a document that outlines the use of the just \$50,000? The FAQ seems to speak to all funding pots, e.g., Washington Scholars Program, etc. Will our work plan be the document that specifically outlines the allowable uses of the money?

The use of these funds will be outlined in the special terms and conditions of the contract for the initial \$50,000 (see Q1, #2).

We have also significantly revised the FAQ to make it clearer in terms of what applies to which pot of funds (Please see Question 1).

Q52: Can you please explain how we are to use the \$200 for job placement? Can that money be used for staff salaries to assist with job placement?

A: In a nutshell, the maximum allowable for pre-screening and post-training service is \$200.00. All pre-screening and placement services reimbursements must be based upon actual costs, supported by back-up documentation and verified employment in a training-related occupation.

Q53: I thought I heard on the webinar that the only acceptable outcome for participants is employment, not continued education. Can you please clarify if that is true and the timeframe in which the employment placement will be considered a positive outcome, e.g., first quarter after training, etc.?

A: The desired outcome is employment. If individuals are enrolled in a WIA formula program (Adult, DW or Youth), they will be included in the federal Common Measures count. Below is language from the special terms and conditions of the aerospace contracts. Payment of the \$200 pre-screening/post-training services is based upon verified employment.

The maximum allowable expenditure per participant shall be as follows:

- Tuition, fees, books, lab fees, etc.: \$4,960.00
- Pre-screening and post-training services*: \$200.00

All pre-screening and placement services reimbursements must be based upon actual costs supported by back-up documentation and verified employment in a training-related occupation.

Q54: Was there a comment period on Policy 3640, Revision 2?

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A: No, there was no comment period for Policy 3640, Revision 2 other than the period of June 10 - June 17, 2011. The Governor instructed the Employment Security Department (ESD) to work with the Department of Labor to modify the policy according to her specifications. ESD distributed the policy to local areas on June 10, 2011 prior to the webinar to give areas a chance to review and ask questions during the webinar. We elected not to formally launch the policy until the day after the webinar because we wanted to make sure that we incorporated any technical feedback into the document (e.g. if we received feedback to clarify the language of a particular section or make a technical correction, such as a typo).

Q55: Is training available for local areas on Policy 3640, Revision 2? We are not clear on the expectations of the policy and would appreciate TA.

A: Yes, please contact your identified Technical Assistance Team contact to schedule a technical assistance appointment.

Q56: I believe that Policy 3640, Revision 2 allows these funds to be used for non-WIA individuals, "The priority will be on training for unemployed, low-income, veterans...." Is my understanding correct? If so, can you please clarify the agency expectations and impacts on required eligibility documentation and data validation for individuals who do not meet the typical WIA eligibility?

A: The revised policy language serves to expand WIA eligibility for 10% projects. Section 134(d)(4)(E) of WIA provides that local areas MAY prioritize service delivery to low-income individuals if the area determines that funding is limited. The base federal requirement for WIA Adult eligibility is an individual who is 18 or over. The policy revisions serve to expand eligibility in Washington to allow 10% funds to be used for individuals over the age of 18 and not be limited to serving only low-income. Local areas still need to document WIA eligibility, as per the usual requirements. There has been no change in the documentation or data validation requirements. In the case of individuals served who are over 18 and not low-income, local areas are not required to capture income verification documentation.

In order to be eligible for enrollment in WIA Statewide (10%) Discretionary Grant/Contract Aerospace programs, a participant must be determined to be in need of training services to either become employed or remain employed in one of the eligible occupations. Income is not a criteria for the determination of eligibility. This does not relieve the service provider from verifying other eligibility criteria, i.e., age, selective service registration, right to work, etc.

Q57: Does Policy 3640, Revision 2 change the eligibility criteria for other 10% projects, e.g., the OJT project?

A: No, the change in eligibility applies to 10% projects from this point forward. At present, it applies to both the aerospace and business recruitment/retention projects in development by the Department of Commerce.

Additions, as of June 27, 2011

Q58: Can any of the \$50,000 initial allocation (see Q1, #2 & Q8) be used for staff?

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A: No, the \$50,000 can only be used for ITAs (or cohorts if absolutely necessary -- see our response regarding cohort training classes, please see Question 44). The Governor was clear that the money can only be used for tuition support for students.

Q59: Can the remaining \$300,000 (see Q8) be awarded prior to January 1, 2012?

A: Yes. It is available on a first come, first served basis. If a local area expends its initial \$50,000 allocation, it can request additional funds before January 1, 2012. The additional funds will be drawn out of the \$300,000 held in reserve at the state level.

Q60: By when does the money have to be fully spent?

A: June 30, 2013.

Q61: Can you please further explain the \$200 pre-screen/placement services funding?

A: The \$200 is intended to pay for at least a portion of pre-screening services necessary to identify those participants most likely to be hired by industry. It is payable when a participant completes training and obtains employment. The intent of the project is to encourage Washington jobs in the aerospace industry. The Governor wants to make sure that training dollars are spent only on those citizens most likely to be hired by industry. So, she wants local areas to work with industry partners to identify the types of individuals they are seeking to fill open jobs and identify potential participants who meet industry criteria and are most likely to be hired before providing an ITA.

Q62: Is there a specific curriculum that is currently developed for the 11-week aerospace program at the WATR Center? Is the curriculum designed so that adult students attend courses online and then in person for the last weeks? Or am I getting this mixed up with the high school aerospace scholars program?

A: The WATR Center does already have established curricula for the 11 week certificate programs it offers. These programs are considered “hybrid” programs – meaning that they include components of online instruction along with a component of hands-on instruction. The Aerospace Scholars program for children does use a similar model.

Q63: When we provide ITAs for participants must they attend an already-established course in person at a community college? I'm thinking particularly of Spokane Community College, or Walla Walla Community College, since these institutions serve our area.

A: The ITAs can be used for both online and traditional courses that are in the industry-requested programs of study: general aerospace assembly/manufacturing, composites*, precision machining, airframe/powerplant mechanics, and electronics.

*The Clover Park Technical College’s Materials Science/Composites program is the only composites program approved for use of ITAs under this project. Industry identified this particular program as having a specific training curriculum that should be supported.

Additions, as of June 30, 2011

Q64: The grant we are receiving for \$200,000 allows us to place individuals in employment within six month of training, which means that the 90-day rule mentioned in the webinar does not apply to that grant, correct?

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A: The performance goals for both the \$50,000 and the \$200,000 allocations include an 80% placement rate within six months of training completion. Placements are based upon participant/employer attestation rather than UI wage records. This allows for real-time measures.

Q65: The budget included with our contract has the following line item: “Individual Training Accounts - maximum \$4,960 per participant - (includes tuition, fees, books, lab fees, etc.).” Is the “etc.” to mean that we can determine other costs to be paid such as parking, other needed items that can be purchased from the book store, etc.? Or, is the money limited to tuition and fees?

A: The funds are limited to tuition, through ITAs, fees, books, lab fees. If there are tools required for a particular course, those would be covered up to the \$4960 total.